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ANOTHER TERRIBLE MARINE TRAGEDY A THOUSAND LIVES LOST

Steamship Empress of Ireland Rammed in a Fog by the Collier Storstad, and She Sinks in a Few Minutes Carrying Many to Their Death

Quebec, May 29.—Out from this port yesterday afternoon with all the stately pride of a great ocean liner went the Empress of Ireland, of the Canadian Pacific service, bound for Liverpool. She carried almost fourteen hundred persons, including many men and women of distinction on both sides of the Atlantic. As the huge ship left her dock and headed down the river, the band of the Salvation Army headquarters in Toronto played "God be with you till we meet again." The two hundred delegates to the army conference on board stood around the band, a brilliant bit of color in the scene.

Tonight the Empress of Ireland lies at the bottom of the St. Lawrence river, rammed in a dense fog by a heavy laden collier as she lay to near Father Point awaiting day and the sup- Of all the great company that sailed out so confidently yesterday but less than four hundred returned tonight. More than a thousand bodies lie entombed in the ill-fated ship or drift amid the eddies of the St. Lawrence.

The circumstances of this greatest disaster in Canada's marine annals were dramatic in the extreme. As the Empress steamed down the river the fog thickened, and after she took the mails aboard, off Rimouski, Captain Kendall, whose first voyage in command it was, decided that the better course would be to lie to till morning. The activity following the taking aboard of the mails being at an end, the passengers and the bulk of the crew were in their berths.

Out of the fog, steaming rapidly toward Quebec, came the deeply laden collier Storstad, a Norwegian ship engaged in carrying coal from Nova Scotia to up river ports. She struck the Empress amidships with such force that the side of the great ship was pierced, and the plates were ripped off for a considerable distance below the water line. At once she began to fill, and as the water poured in she careened over so far that the launching of the boats became a matter of utmost difficulty. In fourteen minutes from the time the collision occurred the Empress went down,

yet a full realization of the extent of the calamity seems impossible. The sad news has filtered slowly from Rimouski, and anxiety has been written on many faces in the streets throughout the long hours of waiting. The numerous extra editions of the newspapers have been promptly brought and the newspaper bulletins have been surrounded by crowds all day.

The C.P.R. officials and their staffs have been hard at work from early morning until midnight doing everything possible to gain information for the people. Even the C.P.R. has found it almost impossible to get anything like a satisfactory account of the calamity. There has been feverish activity on the part of people, especially those who had friends on the Empress of Ireland, to see the list of rescued passengers. The C.P.R. handed out a list at 10:30 o'clock tonight, showing that 1,032 people had gone down to death, and 356 had been saved, as stated.

All day long the calamity has weighed on the spirits of the citizens. The Empress has been regarded as a "home boat," although she was sailing from Quebec, and a good many Montrealers were on board when she started out on what has proved to be her last, and unfinished voyage.

So wrought up were the people generally that when the Salvation Army band from Peterboro, Ont., bound for England tomorrow morning, played in the streets the hymn "Nearer My God to Thee," tears came into the eyes of many people as they hurried along on their business.

For a brief space of time this afternoon the hopes of the people arose when a report was spread that all had been saved, but this hope was short lived and altogether vain, as later despatches showed.

Montreal, May 29.—Every such disaster as that which befell the Empress of Ireland seems to bring out at least one man who stands out above all others for coolness, resource and courage. These are the men who control ships and who bring order out of chaos. The survivors unite in laying such honors on the shoulders of Dr. Jas. F. Grant, a 1913 graduate of McGill, the ship's doctor. All praise the manner with which he calmed the terror-stricken, and kept hope alive in the breasts of those who felt themselves bereaved of loved ones; who calmed the ravings of those

whom the shock had, for a time, made insensible of those human attributes which make heroes, who went about the rescued and gave them treatment, not only for the physical injuries, but also those awful mental shocks which had been endured.

The doctor was pulled out of a porthole by those who stood on the side of the ship after she had started right over. He slid into the water as the great hull dropped from under him and swam for the lights of the collier which had wrought the tragedy.

He was picked up by one of the boats of this ship and in this returned to the scene and aided in the rescue work. He then boarded the Storstad, and out of the confusion that made the grimy collier a place of horrors, brought a semblance of order that meant much. Women died as they reached the deck, and he took charge of bodies, and ordered where they should be laid.

Down in the engine room men, foreigners for the most part, were shrieking and screaming in the ecstasy of horror that had not yet left them. And there were women there trying to warm their chilled bodies and dry their ragged clothing. He quieted the riot of foreigners, all over the ship he went, earning that praise that afterwards was unanimously granted him. Dr. Grant is still young, very young indeed, but on his features there is the mark of capability. Asked for his story of the disaster he told it briefly and calmly.

There were interruptions—women wanted him for a moment; women whose nerves had not yet become readjusted since the terrors of the wearisome night. He would excuse himself for a moment, and then returning for a moment he would smile gently and resume his narrative.

"We left Quebec on May 27 at 4:30 pm," he said, "and had an uneventful trip during the evening." It was not an encouraging story. It sounded more like an official report than the tale of a terrible disaster on waters in the mystery of a fog, but later, the simplicity of the story became in better history of the event will be given to the public.

He continued: "During the early morning a fog dropped around us, and we proceeded slowly. At 1:30 a.m. we put the pilot off at Father Point. At 1:52 the collier Storstad rammed the Empress of Ireland. The vessel's lights had been sighted by the watch, who reported to Captain Kendall, who was on the bridge.

The captain signalled with three blasts of the whistle "I am continuing my course"; the collier answered, but what the reply was I have not learned. Then Captain Kendall sounded the whistle twice, saying "I am stopping." The lights of the collier could be seen approaching, and the captain of the Empress signalled the engine room to reverse and steam full astern. But the big liner could not avoid the small ship. She was rammed amidships in the engine starboard side. The plates were ripped open to an enormous length. The collier then backed off about a mile. In a few moments the Empress began to list to one side. She made an attempt to right herself and then canted over still further to starboard as the water forced itself in through the break into her side. She lurched further and was doomed.

"An attempt was made to lower the boat on the starboard side. The first one was thrown clear and the sailors in it were thrown out. A boat was overturned. Then some of the port boats were flung across the decks by the list of the vessel, and several people were killed. They were crushed to death against the rail. I believe that the chief officer, Mr. Steel, lost his life when these boats catapulted through the crowd.

"There was no disorderliness among the crowd. The captain and other officers remained on the bridge until the vessel sank. It was just seventeen minutes from the time she was rammed until she sank below the surface. Comparatively only a few were able to obtain life belts, and practically all were forced out in their night attire into the icy water. Several hundred clung to the ship until she sank, holding to the rail until the vessel canted over so far that it was necessary to climb the rail and stand on the plates of the side. Then, as she keeled over further they slid down into the water as though they were walking down a sandy beach into the water to bathe. There were several hundred seen swimming around in the water, screaming for help, shrieking as they felt themselves being carried under, and uttering strange wild moans of terror undisguised.

The life boats of the Storstad were launched and came rapidly to the rescue. No one went back that was not well loaded. About five of the Empress' boats got away. The catastrophe was so sudden that scores never left their bunks. They were caught like rats in a trap. Added to this, the fact that the passengers had been on the ship only a day and were not yet familiar with their surroundings. In the confusion and the semi-panic many could not find their way to decks and only a few knew how to reach the boat deck. This was largely responsible for the terrible toll of death.

The survivors were taken aboard the Storstad—and the Lady Evelyn, which was summoned by wireless. There everything possible was done for them. In at least five cases, however, the shock and exposure was too severe.

"Four women perished after they reached the Storstad. In each case I was called, and the women died before anything could be done. The last spark of energy had been exhausted. One other woman died just as she was being taken ashore."

All this time the doctor had not said a word regarding his own experience. He had dropped a word occasionally that he had gleaned his information from one or another reliable source. He was then asked to relate his own personal story and a strange story it was.

"I knew nothing of what was occurring," he said, "until I was rolled out of my berth by the listing of the boat. At once I knew that there was something wrong and I tried to turn on the lights, but the power was off. The dynamos had been stopped by the inrush of the water a few moments after the collision, and then I could not find the door. I could hear screams of terror and the sound of rushing water. I did not know what was wrong, nor was there anything to guide me as to the danger. Finally I managed to get out of my stateroom, but I was unable to walk up the alleyway because of the list of the boat.

I tried to crawl but could not, so I scrambled along the wall and grasped a porthole. I got my head out and what was my astonishment to find the side crowded with people standing there as though it were the deck. I called and some one reached down. I was trying to get my shoulders through the opening. This man pulled me out and I stood there with them for a moment. There were fully 100 people around me. There was no time to question. I had no time to think. The ship pulled from under and we were all struggling in the water and then the fog that had been around us, as though it had accomplished its purpose, rolled up like a curtain and low in the water. I could see about a mile away the lights of the collier that I afterwards learned had struck us. I swam to it and was picked up by a life boat which had just been launched.

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MACKENZIE AND MANN RISK NOTHING

In defense of its scheme whereby Canada becomes the junior partner of Mackenzie & Mann in the Canadian Northern Railway the Borden Government has much to say in generalities of the "security" to be put up in return for the \$45,000,000 bond guarantee which the Ministry proposes to give. Some of the security is of very doubtful character to say the least. It includes railway properties which have yielded nothing but deficits. It includes bond issues which are already subject to prior mortgages. But aside from the question of the value of this security there is this significant fact:

The government is not asking Mackenzie & Mann to risk a single dollar of their own money.

The Canadian Northern has already received from the people of the Dominion upwards of \$300,000,000 of assistance. As the owners of the railway, Mackenzie & Mann have grown enormously wealthy. They have become millionaires many times over. To quote R. B. Bennett, the Conservative M. P. for Calgary: "Reports say that they have \$50,000,000 at least of assets." They have become multi millionaires—but they have put none of their own money into the Canadian Northern.

Now when they declare that more money is needed for the road they do not use their own great fortunes or any part of those fortunes. Instead they come to their friends, the Borden Ministers, and ask that \$45,000,000 more of assistance be given them by the people. And the government proposes to give it, for are not Mackenzie & Mann its supporters when campaign funds are needed?

The government has not said to the knighted millionaires: "Use some of your own great wealth." The government does not even say to them: "Put up some of your own stocks and bonds and real property as security for this money you seek." As security Mr. Borden and his colleagues simply require from Mackenzie & Mann property which is of little or no value and property which is already covered by other mortgages. What is valuable the government carefully leaves in the hands of Mackenzie & Mann.

Liberal speakers in the Commons have laid stress upon this aspect of the case. They have pointed out that the government has made a bargain with Mackenzie & Mann which is in the interests of the railway knights, but against the interests of the people. They have insisted that Mackenzie & Mann should be compelled to place their own money in the enterprise.

Mr. F. F. Purdee, the chief Liberal whip, put the case frankly and well when he spoke on May 18th. "I say, sir," declared Mr. Purdee,

as reported on page 4101 of *Unrevised Hansard*, "that to allow men who have not put one single dollar of their own money into this enterprise to have control of the stock is an absolute breach of faith on the part of this government, and in permitting it they (the Ministers) are not standing by the interests of the people.... The men of the Canadian Pacific railway proved to the country the faith that was in them because they put up their own money to as great an extent as they were able to and they risked their all for that railway. But for be it from Mackenzie & Mann to advance one single dollar of their own personal security, and in the present agreement, as drawn by the government, mightily good care is taken that Mackenzie & Mann should be clear so far as personal securities are concerned...."

Mackenzie & Mann are not putting a five cent piece of their own money into the venture.... Before one single dollar is given them under this resolution Mackenzie & Mann should be told in the strongest terms: If you say that \$45,000,000 will complete the road, if you believe that the road when completed will be a paying proposition, then show your own faith in it by pledging your own securities; do not ask the people of Canada to get in and assume the whole load, which is almost too heavy to bear now, while you, Mackenzie & Mann, keep out and save your own hides...."

But the government and its supporters stand fast in loyalty to Mackenzie & Mann. The millionaires are to get more millions, and the people pay the piper.

THE TRAGEDY OF THE IRISH LAND

(A Story of Today—And Tomorrow.)

"I've just come from the court house," I said, to the pleasant barber, who has shaved me for twenty years, and only cut me twice.

"Any interesting cases?" he asked, gently mingling soap and skin.

"One," I answered, "attempted murder—brother shot brother."

"Ah," he said, feeling the razor with an experienced finger; "about the land."

I turned and looked at him, delaying his touch upon my chin, for his words opened a wide window; then I lay back, and he began.

"That wasn't a bad guess," I said at the first pause.

"It wouldn't need much guessing, sir," he answered. "Isn't everything like that about the land?"

"We're a trifle civilized," he observed, "here in the city. In the country they're a simple race. They do what men were doing ever since the world began. They love and hate and kiss and kill, and there's nothing much between. What they do be doing there, they do it large and naked. In the city you see the fash-

ions; in the country you see life. With us Irishmen, anyway, life is land, and land is life."

Shaving is a philosophical occupation, so I was not surprised. I was moved, however, my imagination was stirred. I saw in a deep vision the passion, the sorrow, the terror of the land. I saw played in a thousand homes the tragedy of Ireland today.

Necessity has driven Irishmen to seek their bread in towns, but their hearts are country hearts. Wide grey spaces, where lonely wings go by, and the skies are never still, where you tell the time by shadows, and put the weather on like a garment, are their natural home. Something has gone from Irish eyes that have learned the life of streets. The heritage of land is in the blood of Irishmen. Land is a primal claim of the soul. The roots of their race have made it that. Necessity has made it more; an instinct of self-preservation. The ownership of a little wedge of a field, walled, loosely and transparently, with some of its collected stones, while others are piled into a great central cairn, means respect, solidity, a firm root on the earth.

The absence of that ownership means—a clutch on nothing; random employment, the yoke of another's will, ragged, empty days; then, if health fail before the old-age pension come, destitution, the bleak workhouse bench, or the grey asylum suit. The man who has a bit of land is a house with foundations; the landless man is a sorry straw blown helplessly about the world.

All this came to me as the barber softly scraped. I saw at last a thousand tragedies gathered into one. I saw again that court house as it was five years ago, when we hung over the gallery rail, I and my daughter, and watched actors who did not strut or fret, or seek applause, but played with strange earnestness, to an audience of one, who sat under a canopy, making silent notes—a scarlet light upon the gloom and death under his hands.

The Irish courts have in their centre an unwonted look of openness. Instead of the close pen of the witness box there is a platform or stage on which is set a single commonplace chair. The witness "comes upon the table" and sits in natural pose, a conversational figure, round which the barristers gather on either side. The thing is unceremonious, almost social; you seem to hear, not evidence, but gossip. The dock is much the same as in England; the prisoner stands in a wide pew, with a bar high over head, and the gaoler rises over the dark recess of the stairs, like a patient devil waiting for his appointed soul.

On that day of which I speak the figure on the table was a daughter, and the silent figure over whose head rose the tall bar was her father. He was being tried for the murder of her husband.

The story, unfolded was the story of King Lear. The father had farmed ten or a dozen acres. The daughter had held her own among heiresses of those parts. Among many suitors she had made a happy choice; the father loved the lover and gave him welcome. The young couple were married and settled on the farm; the father and the happy pair

made a happy three. Then children began to come, and the grand father loved them; better than the father loved them—almost better than the mother loved them. He was growing old; he wanted to root his dear ones in the soil, beyond danger from any landlord's whim; he needed only a chair by the fire and the light of kind eyes; a pipe or two at night, and now and then a glass.

He made over the land to the daughter. And then, hideously soon, the tragedy began. The daughter loved him, but she loved husband better, and his will ruled. There was another child; the hearth was a little crowded now; the old man's chair was shifted back. The daughter's gowns were fine, the old man's manners were coarse. He had to fight for his pipe; he could not win his glass.

Then something was said of folk good only to spend, not to make, of folk who couldn't see when a house was too small; of a house where there was room for all. The man who had given the land and the house was an intruder now; the hint to find the door had come; the push through it would follow.

One day the daughter returned from market and found her husband dead, stabbed with a rough old knife. The man who struck the blow was certainly the father. The one point in the story that needed making clear was the settled purpose of the deed. The old man's wrongs gathered every heart into his disinherited despair; if premeditation were not clearly proved, an Irish jury would show him mercy, and an Irish judge would approve it; there would be a light sentence for manslaughter.

We heard the daughter break that hope away. Slowly, wretchedly, with eyes that seemed to cry for pity, she told of the stealthy sharpening of the knife; of the old man's hiding something once and again and again; of the sound of a whetstone, hushed and wary, one morning, one night, with weeks between.

She said her last word, and knew that it was doom. She rose and turned and met her father's eyes; not angry, not afraid, but heavy with fate. "Father," she cried, "forgive me! I stood between the two—my father's life and my husband's blood! Oh, the sorrow of the land!"

And the old man lifted his hands in blessing: "Don't be fretting at all," he said; "it's ever that way with the land."



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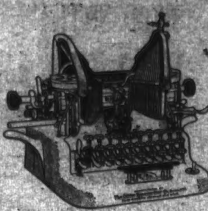
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Alberta Fair Dates

CIRCUIT NO. 1.
 Crossfield—Wednesday-Thursday, June 24-25.
 Calgary—Monday-Saturday, June 26-July 4.
 Lethbridge—Tuesday-Friday, July 7-10.
 Pincher Creek—Tuesday-Wednesday, July 14-15.
 Carbon—Thursday-Friday, July 20-21.

CIRCUIT NO. 2.
 Okotoks—Tuesday-Wednesday, July 14-15.
 High River—Thursday-Friday, July 19-20.
 Nanton—Tuesday-Wednesday, July 21-22.
 Claresholm—Thursday-Friday, July 23-24.
 Gratum—Tuesday-Wednesday, July 28-29.
 Gleichen—Thursday-Friday, July 30-31.
 Macleod—Tuesday-Thursday, August 4-6.
 Staveley—Friday, August 7.
 Carmangay—Tuesday-Wednesday, Aug. 11-12.
 Langdon—Thursday, August 13.

CIRCUIT NO. 3.
 Dayland—Tuesday-Wednesday, August 4-5.
 Sedgewick—Thursday, August 6.
 Chauvin—Friday, August 7.
 Edmonton—Monday-Saturday, August 10-15.
 Camrose—Tuesday-Wednesday, August 18-19.
 Vegreville—Thursday-Friday, August 20-21.
 Lacombe—Tuesday-Thursday, August 25-27.
 Wetaskiwin—Friday-Saturday, August 28-29.
 Stony Plain—Tuesday, Sept. 1.
 North Alberta-Colinton, Wednesday, Sept. 2.
 Hardisty—Thursday, Sept. 3.
 Strathmore—Friday, Sept. 4.
 Cochrane—Tuesday-Wednesday, Sept. 8-9.
 Olds—Thursday-Friday, Sept. 10-11.
 Leduc—Tuesday, Sept. 15.
 St. Albert—Wednesday, Sept. 16.
 Innisfail—Thursday-Friday, Sept. 17-18.
 Three Hills—Tuesday-Wednesday, Sept. 22-23.
 Hays (Louisiana)—Thursday-Friday, Sept. 24-25.
 Alta—Tuesday, Sept. 29.
 Bowden—Wednesday, Sept. 30.
 Irvine—Thursday, Oct. 1.
 Priddis and Millerville—Friday, October 2.
 Gadsby—Tuesday, October 6.
 Ponoka—Wednesday-Thursday, October 7-8.
 Provost—Thursday, October 8.

CIRCUIT NO. 4.
 Munson—Thursday, August 13.
 Chinook—Friday, August 14.
 Red Deer—Tuesday-Friday, August 16-21.
 Medicine Hat—Tuesday-Thursday, August 22-24.
 Didsbury—Thursday-Friday, August 27-28.
 Trochu—Tuesday-Wednesday, Sept. 1-2.

CIRCUIT NO. 5.
 Raymond—Monday-Wednesday, August 24-26.
 Deerest (Magrath)—Friday-Saturday, August 28-29.
 Cardston—Tuesday-Wednesday, Sept. 1-2.
 Mid-Pembina—Friday, Sept. 4.
 Fallis and Roxboro—Thursday, Sept. 8.
 Onoway—Wednesday, Sept. 9.
 Nakamun—Friday, Sept. 11.
 Edson—Thursday-Wednesday, Sept. 15-16.
 Watrous—Thursday, Sept. 17.

CIRCUIT NO. 6.
 Strome-Killam—Friday, Sept. 19.
 Castor—Tuesday-Wednesday, Sept. 18-19.
 Consort—Thursday, Sept. 17.
 Coronation—Tuesday-Wednesday, Sept. 22-23.
 Stettler—Thursday-Friday, Sept. 24-25.
 Milnerston—Tuesday, Sept. 29.

CIRCUIT NO. 7.
 Fort Saskatchewan—Tuesday, Sept. 8.
 Tofield—Thursday-Friday, Sept. 10-11.
 Wainwright—Tuesday-Wednesday, Sept. 15-16.
 Irma—Thursday, Sept. 17.
 Viking—Friday, Sept. 18.

ADVERTISING THE SEVEN DEADLY SINS.

Since there is really nothing new about the "Seven Deadly Sins," why this relentless determination to make us ultimately acquainted with matters of which a casual knowledge would suffice? It was never meant by those who first cautiously advised a clearer understanding of sexual relations and hygienic rules that everybody should chatter freely respecting these grave issues; that teachers, lecturers, novelists, story writers, militants, dramatists, social workers, and magazine editors should copiously impart all they know, or assume they know, to the world. The lack of restraint, the lack of balance, the lack of sobriety and common sense were never more apparent than in the obsession of sex which has set us all a babbling about matters once excluded from the amenities of conversation.

Knowledge is the crux. Crude, undigested knowledge, without limit, and without reserve. Give it to boys, give it to girls, give it to children. No other force is taken account of by the visionaries who in defiance or in ignorance of history believe that evil understood is evil conquered.

We hear too much about the thirst for knowledge from people keen to quench it. Dr. Edward L. Keyes, president of the Society of Sanitary and Moral Pto-physians, advocates the teaching of sex hygiene to children, because it is the kind of information that children are eagerly seeking. "What is this topic," he asks, "that all these little ones are questioning over, mulling over, fidgeting over, imagining over, worrying over? Ask your own memories."

I do not ask my memory in vain for the answer. Dr. Keyes anticipates. A child's life is so full, and everything that enters it seems of supreme importance. I fidgeted over my hair which would not curl. I worried over my examples which never came out right. I mullied (though unacquainted with the word) over every piece of sewing put into my incapable fingers, which could not be trained to hold a needle. I imagined I was stolen by brigands, and became by virtue of beauty and intelligence a spouse of a patriotic outlaw in a frontierless land. I asked artless questions which brought me into discredit with my teachers, as, for example, who massacred St. Bartholomew.

But vital facts, the great laws

of propagation, were matters of but casual concern, crowded out of my life, and out of my companions' lives (in a convent boarding school), by the more stirring happenings of every day. How could we fidget over obstacles when we were learning to skate, and our very dreams were a medley of ice and bumps? How could we worry over natural laws in the face of a tyrannical interdict which lessened our chances of breaking our necks by forbidding us to coast down a hill covered with trees? The children to be pitied, the children whose minds become infected with unwholesome curiosity, are those who lack cheerful recreation, religious teaching, and the fine corrective of work. A playground or a swimming pool will do more to keep them mentally and morally sound than scores of lectures on sex hygiene.

It is assumed that youth will abstain from wrong-doing if only the physical consequences of wrong-doing are made sufficiently clear. There are those who believe that a regard for future generations is a powerful deterrent from immorality, that boys and girls can be so interested in the quality of the baby to be born in 1990 that they will master their wayward impulses for its sake. What does not seem to occur to us is that this deep sense of obligation to ourselves and to our fellow creatures is the fruit of self-control. A course of lectures will not instill self-control into the human heart. It is born of childish virtues acquired in childhood, youthful virtues acquired in youth, and a wholesome preoccupation with the activities of life which gives young people something to think about besides the sexual relations which are pressed so relentlessly upon their attention.

The world is wide, and a great deal is happening in it. I do not plead for ignorance, but for the gradual and harmonious broadening of the field of knowledge, and for a more careful consideration of ways and means. There are subjects which may be taught in class, and subjects which commend themselves to individual teaching. There are topics which admit of "plain-air" handling, and topics which civilized man, as apart from his artless brother of the jungles, has veiled with reticence. There are truths which may be, and should be, privately imparted by a father, a mother, family doctor, or an experienced teacher; but which young people cannot advantageously acquire from the platform, the stage, the moving-picture gallery, the novel, or the ubiquitous monthly magazine.

BUCKS ON THE FARM.

The average farmer makes no money by keeping ducks. It is not the fault of the ducks, for it has been proven when they are properly managed they will make the farmer some money. In most instances the farmer has no place for the duck. They run about all over the place, eat up the garden, part of the crop and dig out the grass with their bills. In such instances they are nuisances.

To have luck with the ducks and make them pay, one should

have an enclosure for them and make them stay there. When they lay the eggs can be easily secured. They are not around the barn under your feet or in the watering troughs befouling all the stock water. On an average farm, two-thirds of the eggs that are laid are never found and the splashing, dashing ducks be-foul all the water they can find. A piece of ground down by a small running stream that is not desirable for anything else might be enclosed with woven wire for the ducks. Here they may have houses to shelter them from the storms and to roost in at night. Here, too, they will lay their eggs and hatch their young.

The profit from ducks is in their feathers, their young, and their eggs. In many places duck eggs bring fancy prices, but it takes careful handling to get nice feathers. If one is close to the city young ducks can be sold at a good price. When the ducks are kept until late in the fall they can be picked of their feathers before being marketed. The feathers will pay for growing the ducks, and the price the ducks bring on the market will all be clear profit.

CAPT. PONSFORD NEW WARDEN OF PENITENTIARY.

Ottawa, May 27.—Captain Ponsford, who arrived yesterday at Stony Mountain penitentiary, where he is warden, will only remain a few days at the Mountain closing up affairs, and will return to Edmonton by the end of the week, where he will remain as warden of the Edmonton penitentiary. The official appointment has not yet been made, but the announcement will be made in a few days.

Deputy Warden Graham will probably succeed Capt. Ponsford as warden of Stony Mountain penitentiary.

Hon. C. J. Doherty tonight confirmed the report that Capt. Ponsford had been appointed warden of Edmonton penitentiary.

Lacombe 2nd Hand Store

I buy and sell second-hand goods.

I handle Bankrupt Stock—Clothing, Hardware, Furniture, Beds, Springs and Mattresses, the Famous Monarch line of Stoves and Ranges, Cooking Utensils, Trunks and Valises, Galvanized and Enamelware, Sewing Machines, Guns and Ammunitions, Phonographs and Records, Musical Instruments of all kinds, and Jewelry. Real Estate bought and sold. Get my prices before buying.

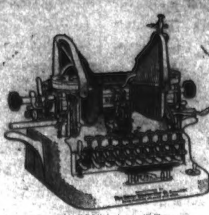
O. BOODE, Nanlon St.

B. C. Fruit Land

Have some British Columbia Fruit Land to trade for a quarter or half section of farm. Apply with particulars, Box 1410, Calgary.

EGGS FOR HATCHING.

For the balance of the season I will sell eggs from any of my pens of Orpingtons at \$1.00 per setting. P. H. Banks, P.O. Box 162, Lacombe.



Reasons Why The OLIVER Typewriter Is Superior to all others

4. Uniform Depression and Tension—The tension and depression of the keys are uniform and with cushion stop.

Watch this space for further reasons.

F. H. SCHOOLEY, Agent, Lacombe

For Sale Exclusively by Wilson & Mortimer

100 acres near Gull Lake and 10 miles from Ponoka, unimproved. Price \$1670, cash.

100 acres 1 mile from Forshaw, all fenced, well and creek, 20 acres cultivated, good house, small stable. Price \$2,700. Terms \$600 cash and balance arranged.

Small house and 4 lots in Lacombe for sale or trade.

Cottages and lots for sale at Manhattan Beach, Gull Lake, good terms.

Small cottage, lot with good sandy beach at Brownlow's Landing, Gull Lake, price \$525. Terms.

Fire, Life, Accident, Sickness, Live Stock and Bail Insurance.

We represent the Northern Trust, Royal Trust and Standard Trust Companies.

We have Thoroughbred Horses to exchange for farm land.

WILSON & MORTIMER
 Phone 122 Railway St., Lacombe

The Guardian Job Department is prepared to print your Route Cards. Order now.



JOB PRINTING

The Guardian is prepared to handle all kinds of commercial printing, including envelopes, letter heads, bill heads, business cards, circulars, handbills, posters, etc.

EDWIN H. JONES
 Barrister, Solicitor and Notary
 P. O. Box 148 Phone No. 10
 Offices Denike Block, Barnett Ave.

Magnet Lodge No. 12 I. O. O. F.
 Meets in Masonic Hall, Lacombe, every Thursday evening at 8 o'clock. Visiting brothers always welcome.—M. B. McDonald N. G., Geo. Baker, R. S.

B. C. CAFE

Y. H. VING, Prop.
 Warm meals at all hours
 Everything first class
 1st door north of
 Vickers's Office, Railway St. East.

FOR SALE

Lot 9, Block 5, Hyde Park (Lacombe). Clear title given. What offers for cash? No reasonable offer refused. Write: C. W. North, 110 Quinlan St. E., Moose Jaw.

Masses Food

**AUSTRALIA AND NEW ZEALAND
READY TO DO THEIR RESPECTIVE**

FIVE PARTS
**Plans For a Defence Conference of
Great Britain and Her Dominions
Being Prepared—Empire Policy
Dealing With the Whole Situation**

Plans for a defence conference of Great Britain and her dominions are rapidly assuming form and will be complete when the consent of Canada is gained. Australia and New Zealand have already announced their desire for such a conference, and since the problem of the Pacific will be the chief topic considered by the meeting.

As a result of the trip which a parliamentary committee made to the dominions it was found that Australian and New Zealand statesmen believed firmly that the problem of the coming decade will be the maintenance of the supremacy of the white race in the

Pacific. It was pointed out to the committee that Japan is making preparations to develop trade and emigration towards the Antipodes, and that there is a constant flow of Chinese to the islands of the Pacific. France has already largely increased her steamship facilities to these islands, and Germany, Holland and the United States

are also active in the same region. The determination of the government to bring about the conference has been increased by reports from Sir Maurice Fitzmaurice, who has been advising the commonwealth government on naval matters and Sir Ian

Hamilton, inspector general of over-sea forces. It has not yet been decided whether the conference will be in London, Canada or Australia.

Dislike Churchill's Suggestion

Australia and New Zealand have not taken kindly to the suggestion made by Hon. Winston Churchill, first lord of the admiralty. In his speech

Introducing the naval estimates, that the safety of these two countries was secured by the Anglo-Japanese alliance. William Ferguson Massey, prime minister of New Zealand, led an attack on the first lord in a recent speech at Greymouth, in which he said he did not believe the alliance had secured the safety of the British Do-

J. H. Cook, prime minister of the Commonwealth of Australia, who stated the case for the dominions at greater length, said: "We are told by imperial statesmen that the Pacific is being made safe and secure, not by the might and majesty of the British fleet but by the Anglo-Japanese alli-

ance. That raises for Australia a very serious question. I hope that Australia will always be on friendly terms with Japan and get closer to her in the relations of trade and commerce and the peaceful acts of civilisation and that the Treaty will continue in its present form, for I believe it to be a great power for peace; but when

Australia is asked to rely on the Anglo-Japanese treaty for the defence of the Pacific, a very serious situation is created. Japan is a nation whose people Australia does not admit to her shores. 'White Australia' ideals must be defended at all costs as a cardinal principle of Australian political belief. Japan civilization differs radi-

Naval Problem a Dual One

"While it is true, as Mr. Churchill said, that the naval forces could be concentrated under a United Command on the chief features of operation, it should not be forgotten that

the empire's naval problem is a dual one. Not only should the imperial power be developed in relation to the world's problem, in order that there should be an imperial navy to fight in any or every sea, when imperial interests are threatened, but world-wide preparations must be combined to make it possible to concentrate forces

at any point wherever the dominions have the greatest menace. Australia hopes that the imperial fleet will be so developed and organized that this country shall be in no way dependent absolutely on treaty obligations with any foreign power whatever.

"The British government is anxious for a conference of self governing do-

minions, including Canada and South Africa. The first Australian fleet unit is being completed, but to what point is the Australian policy developing? Mr. Churchill has departed from the agreement by which the Imperial government undertook to send to the Pacific a ship for every ship put into commission by Australia. Mr. Church-

ill has proclaimed that ships of an inferior calibre will do very well for the Pacific. Australia is entitled to something more than that statement. She is entitled to free and full discussion of imperial defence with every unit of the empire."

It is now practically certain that another Antarctic enterprise will start in 1915. This enterprise will be international in character, in that England and Sweden are negotiating and are expected to carry it through. The plans contemplate establishment of a scientific station in Graham Land for the exploration of the surrounding

Immigration to Canada
The total immigration to Canada during the fiscal year ended March 31, 1914, was 284,867, made up of 142,622 British, 107,530 American, and

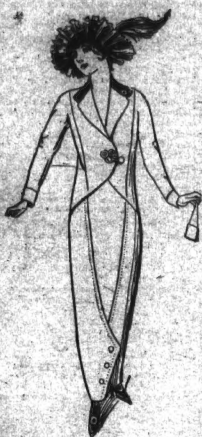
134,715 from all other countries. During the fiscal year ended March 31 1913, the total number was 402,432 composed of 150,542 British, 139,000 American, and 112,881 from all other countries. The decrease is 4 per cent.

Queensland Sugar Product
During the year 1913 refined sugar

worth in round figures £5,000,000 was manufactured in Queensland. During the sugar season 40,000 hands found employment in the industry.

THE LEADING STORE

Great Stock Reducing Prices of Seasonable Merchandise



Clearing Prices on Fashionable Suits and Coats

We will clear our entire stock of Ladies' Spring Suits and Coats at sweeping reductions. These include all the very latest styles in smartly tailored garments and to make quick selling we will close them out a discount of 33 1/3 per cent.

Ladies' Dresses

Greatly Reduced

Including the very newest creations in Gingham, Linens, Piques, Voiles and Crepes, priced from 95c up

Replenish Your Supply of Household Linen at These

Prices

8-4 Plain Unbleached Sheeting.....25c a yd
9-4 Plain and Twilled Unbleached Sheeting at.....30c a yd
8-4 Plain and Twilled Bleached Sheeting.....25c a yd
Extra fine 8-4 Plain Bleached Sheeting.....35c a yd
Hemmed Sheets, special.....\$2.00 a pair
White Bed Spreads.....\$1.00 each
64 inch Bleached Table Linen at.....35c a yd
68 inch fine satin finish Table Damask, regular 75c a yd.....50c a yd
Towelings in Linen Crash, bordered and plain, at.....8c 10c 12c a yd
Turkish Toweling.....10c 12c 15c a yd

Children's Dresses for 35c Each

To clear a number of odd lines of Children's Dresses in sizes one to eight years, made from Gingham, Duck and Gallattas, regular from 50c to \$1.00, a positive snap at 35c each

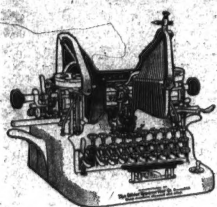
Ladies' Rain Coats at Special Prices

This season we are showing the very newest styles in Ladies' Rain Coats, made with the new Raglan sleeves and mannish effect, priced from.....\$5.50 to \$12.50

SPECIAL VALUES IN BOOTS AND SHOES

A. M. Campbell, Lacombe, Alta.

The OLIVER Typewriter



It is economy to buy the best

All I ask is the opportunity to prove to you that the Oliver Typewriter is the best in the world. If you need a typewriter you owe it to yourself to become acquainted with the Oliver.

F. H. SCHOOLEY, Local Agent

B. C. Fruit Land

Have some British Columbia Fruit Land to trade for a quarter or half section of farm. Apply with particulars, Box 1410, Calgary.

EGGS FOR HATCHING

For the balance of the season I will sell eggs from any of my pens of Orpingtons at \$1.00 per setting. P.R. Banks, P.O. Box 162, Lacombe

Items of Interest Locally

If you like groceries that are fresh and good, go to Nicholson & Switzer.

See our lines of requisites for the toilet. Watch our window display.—City Pharmacy.

Reward!—Lost, valuable parrot; last seen at the post office talking about the City Pharmacy's ice cream.

Buy your groceries where regular prices are lower than other dealers' special sales—at Nicholson & Switzer's.

Most people would be pleased to see the rainy season make a start soon. The dry weather is delaying field crops and gardens.

Two more big grading outfits have gone onto the Lacombe & Blindman Valley grade this week. The work is being pushed as fast as possible.

The King's birthday will be celebrated here by the athletic organizations. A football game is being arranged for the afternoon and a baseball game between Lacombe and Ponoka for the evening.

Owing to the heavy demand for drilling outfits in the oil fields, the Lacombe Brick Tile & Cement

Company is meeting with unexpected delay in getting drilling started in their natural gas well.

Under the new train schedule going into effect June 1, north bound trains leave Lacombe at 4:12, 10:45 and 18:48; south bound trains at 2:43, 10:23 and 17:24; east line train leaves at 19:15.

A number of citizens of this district have been duped in the Calgary oil speculation, some by investing their money through dishonest agents who skipped with the funds, and others through the purchase of worthless stock. The oil shares speculation looks like a pretty good thing to stay out of. From the way the hundreds of oil companies are now reaching out to rope in every available dollar from the smaller towns and rural districts, the sucker crop in Calgary must be milked about dry.

The last spike on the Lacombe to Kerrobert line will be driven on Saturday, May 30, when the work train from the west will pass over the steel into Kerrobert. The sigh of relief that goes up on receipt of this announcement comes from a people long suffering, slow to anger, and of great patience. For almost twelve years this line has been under construction, and during that time the country has steadily filled up and developed in advance of the steel. Ballasting is now in progress and the line will be in service by September 1, if not sooner.—Castor Advance.

Fine Gold Wedding Rings

Rich 18k Solid Gold throughout, seamless and hand-wrought, fashioned to look well with every style of engagement ring which it will be worn next to—such is the marriage band that has become so immensely popular of late.

Various designs comprise our assortment, the "Tiffany" deep and narrow pattern being mostly favored.

Our selections are so complete you may choose at random the correct finger size.

Prices range from \$5.00 to \$10.00, which includes the engraving of initials and date of the wedding.

DENIKE & BULGER

Jewelers, Lacombe

The Store of Worth and Beauty

Col. W. A. Stewart Auctioneer

LACOMBE, ALBERTA
Farm Sales, Stock Sales, Merchandise and Bankrupt Sales called. Terms right. I solicit your business. Call Phone 120

For Lease

Block D, Lacombe.—I will lease to any reliable person this Block, which contains 5 acres, near station, for a term of years free of rent to anyone who will pay the taxes.

Write Ed. Barnett, Stettler, or see Jesse Fraser, Lacombe.

Price List of Amateur Finishing

Size Roll	6 x 9	12 x 18	Prints each	Post Cards
2 1/2 x 3 1/2	100	50	10	50
3 1/2 x 4 1/2	100	50	10	50
4 1/2 x 5 1/2	100	50	10	50
5 1/2 x 6 1/2	100	50	10	50
6 1/2 x 7 1/2	100	50	10	50
7 1/2 x 8 1/2	100	50	10	50
8 1/2 x 9 1/2	100	50	10	50
9 1/2 x 10 1/2	100	50	10	50
10 1/2 x 11 1/2	100	50	10	50
11 1/2 x 12 1/2	100	50	10	50
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Enlargements on Bromide Papers, or Artors. Carbon, Black.

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